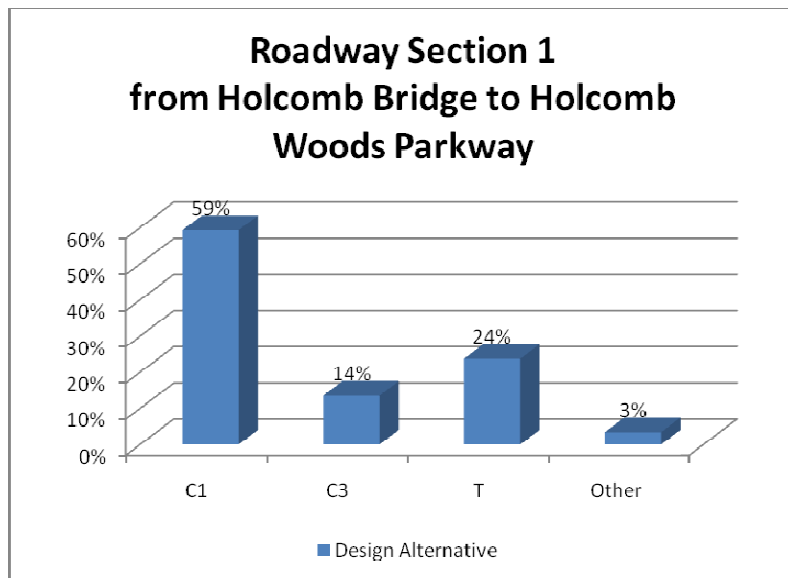




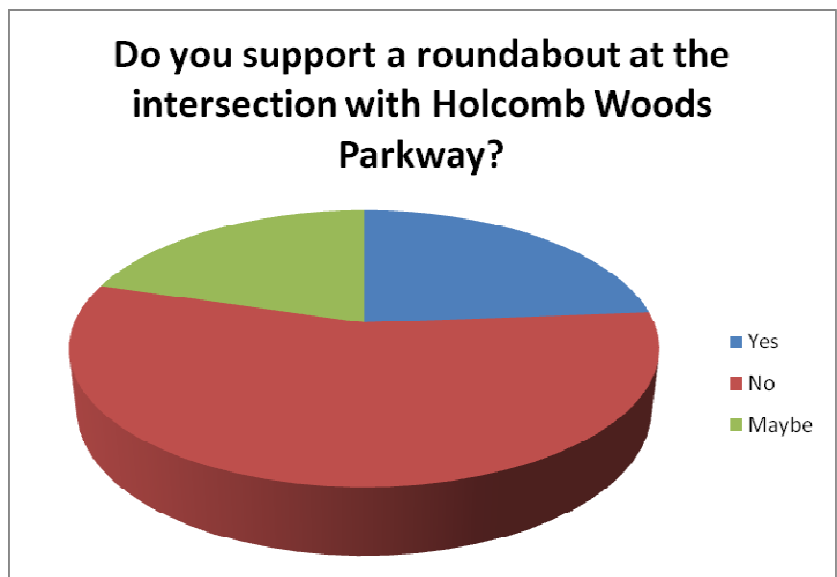
The second public workshop for the Old Alabama Road Improvements projects was held on October 23, 2007. Approximately 153 citizens attended. Comments were received from 92 people at both the workshop and via US mail and e-mail after the workshop.

Citizens were asked to indicate their choice for the design alternative which best represented their opinion of how improvements should be made to Old Alabama Road. They were also asked their opinions of roundabouts at specific intersections of Old Alabama Road. Those comments and opinions are summarized below.



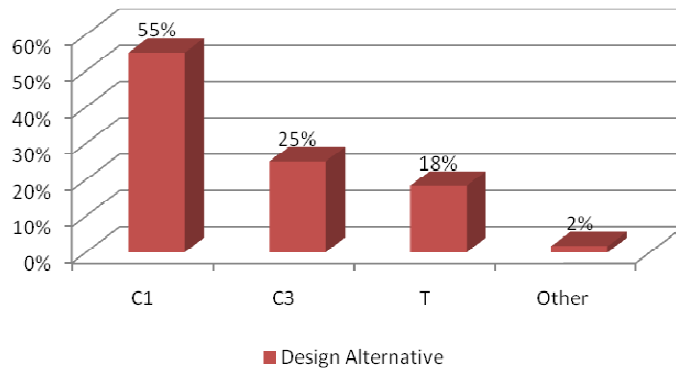
At Roadway Section 1, from Holcomb Bridge Road to Holcomb Woods Parkway, 59 citizens shared their thoughts for favorite design options:

Regarding their opinion of a roundabout to be located at the intersection of Holcomb Woods Parkway and Old Alabama Road, 58 citizens expressed the following:





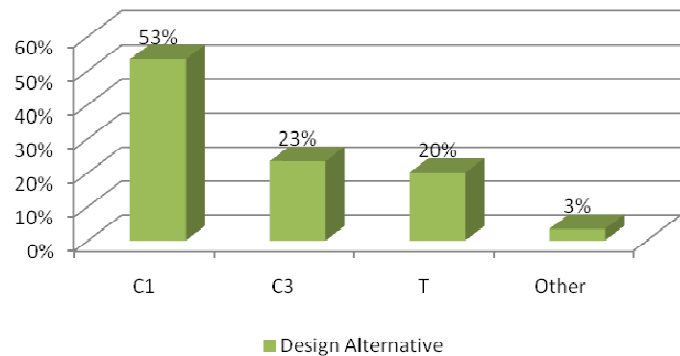
Roadway Section 2 from Holcomb Woods Parkway to Rouse Lane



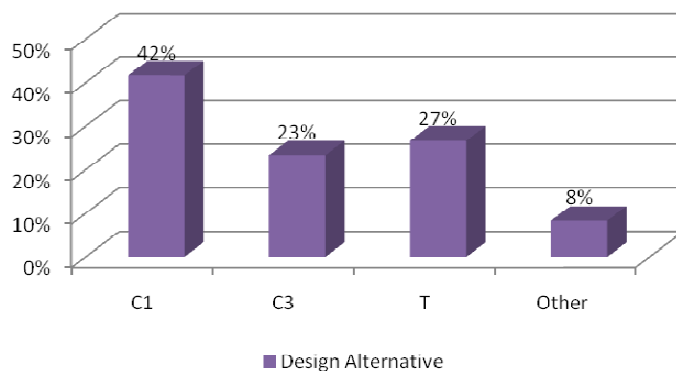
At Roadway Section 2, from the Holcomb Woods Parkway to Rouse Lane, 60 citizens selected their favorite design alternative as shown to the left:

At Roadway Section 3, from Rouse Lane to Wooten Road, 60 area residents feel that the best design alternative is as follows:

Roadway Section 3 from Rouse Lane to Wooten Road



Roadway Section 4 from Wooten Road to Old Alabama Connector

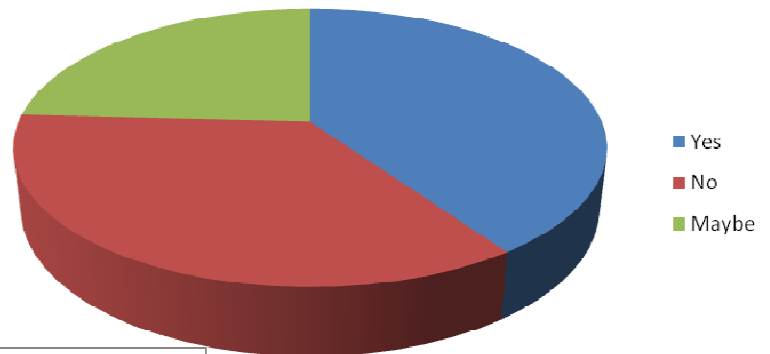


At Roadway Section 4, from Wooten Road to Old Alabama Connector, 59 citizens expressed an opinion on their favorite design alternative as shown to the left:

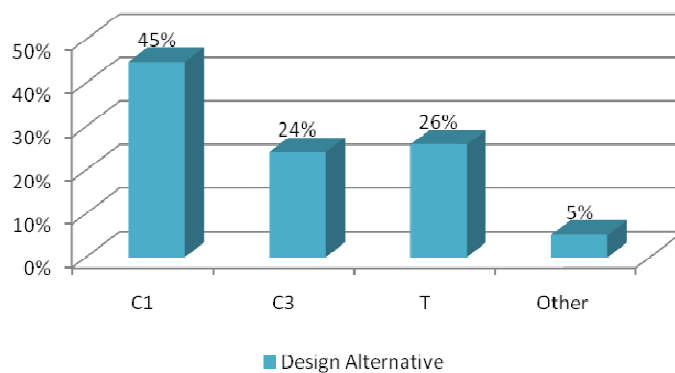


Regarding their opinion of a roundabout to be located at the intersection of Old Alabama Connector and Old Alabama Road, 62 respondents feel that:

Do you support a roundabout at the intersection with Old Alabama Connector?



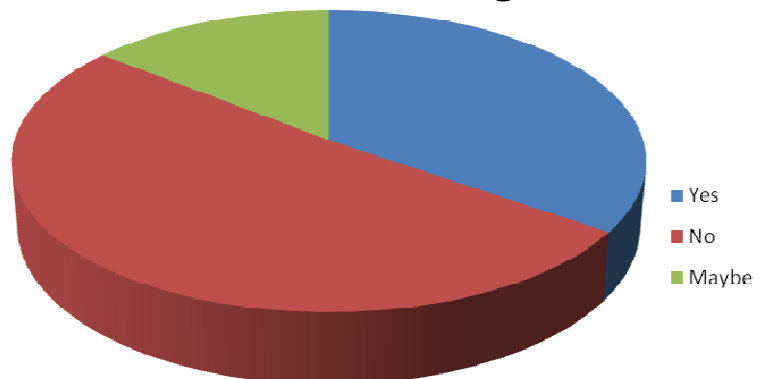
Roadway Section 5 from Old Alabama Connector to Roxburgh Drive



At Roadway Section 5, from Old Alabama Connector to Roxburgh Drive, 60 citizens expressed an opinion on their favorite design alternative as shown to the left:

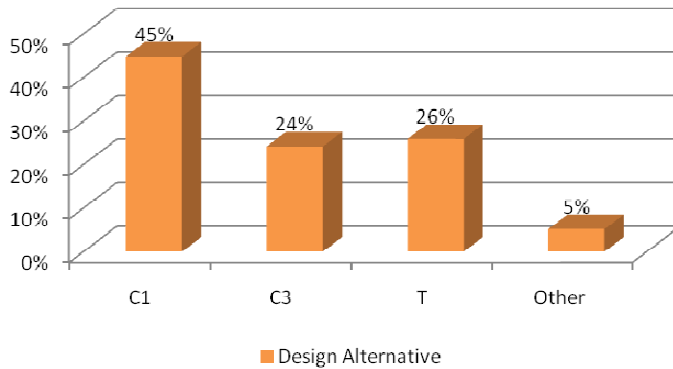
Regarding their thoughts about locating a roundabout at the intersection of Roxburgh Drive and Old Alabama Road, 51 citizens feel that:

Do you support a roundabout at the intersection with Roxburgh Drive?





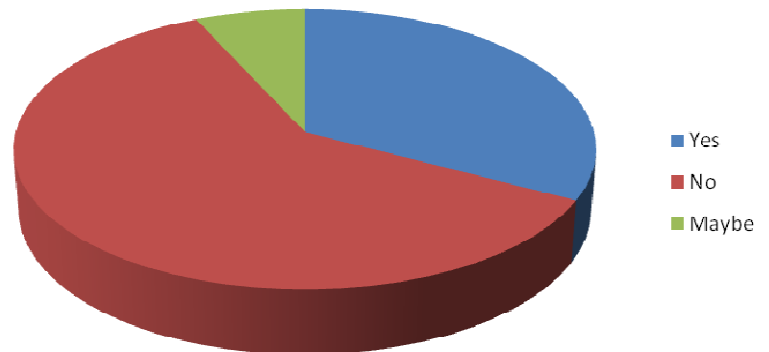
Roadway Section 6 from Roxburgh Drive to Mt. Pisgah Driveways



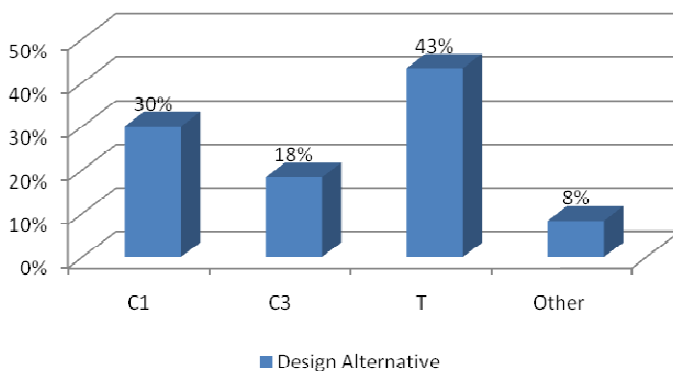
At Roadway Section 6, from Roxburgh Drive to the Mt. Pisgah Driveways, 58 citizens expressed an opinion on their favorite design option:

Regarding their opinion of a roundabout to be located at the intersection of the Mt. Pisgah Church Driveways and Old Alabama Road, 59 citizens expressed their opinion as shown to the right:

Do you support a roundabout at the intersection with Mt. Pisgah Church Driveway ?



Roadway Section 7 from Mt. Pisgah Church to Nesbitt Ferry Road

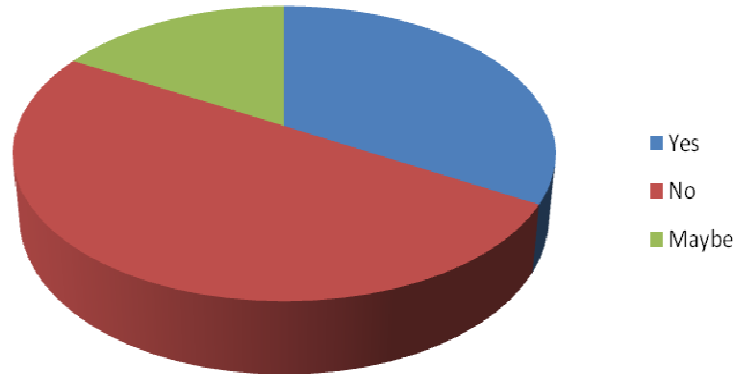


At Roadway Section 7, from the Mt. Pisgah Driveways to Nesbitt Ferry Road, 60 citizens expressed an opinion on their favorite design alternative as shown to the left:



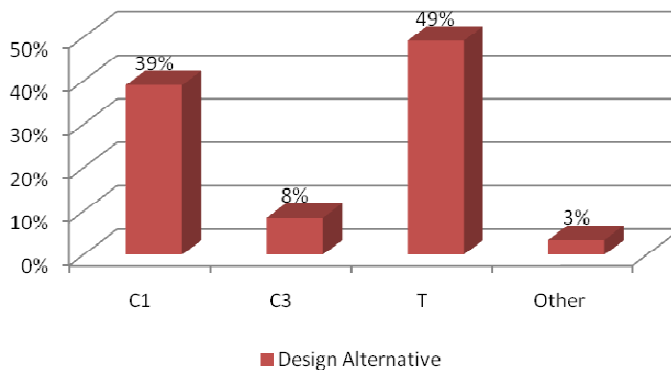
Regarding the location of a roundabout at the intersection of the Nesbitt Ferry Road and Old Alabama Road, 62 citizens expressed their opinion as shown the right:

Do you support a roundabout at the intersection with Nesbitt Ferry Road?



to

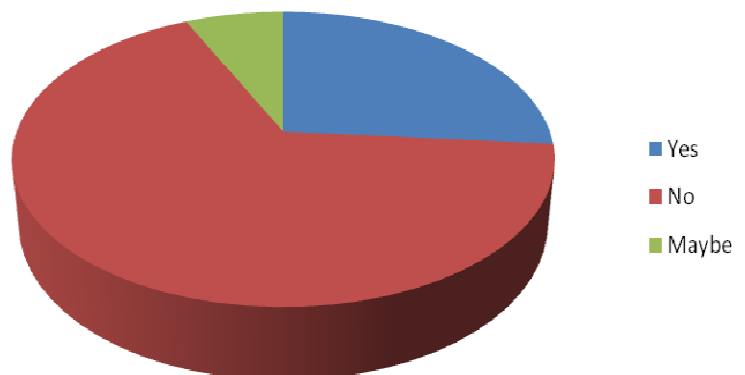
Roadway Section 8 from Nesbitt Ferry Drive to Kroger Entrance



At Roadway Section 8, from the Nesbitt Ferry Road to Kroger Entrance Driveways, 59 respondents expressed an opinion on their favorite design alternative as shown to the left:

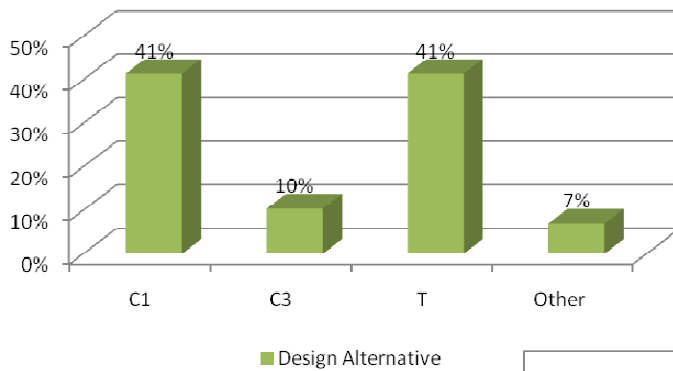
Regarding a potential roundabout to be located at the intersection of the Kroger Entrance Driveways and Old Alabama Road, 59 citizens expressed their opinion as shown to the right:

Do you support a roundabout at the intersection with Kroger Driveway?





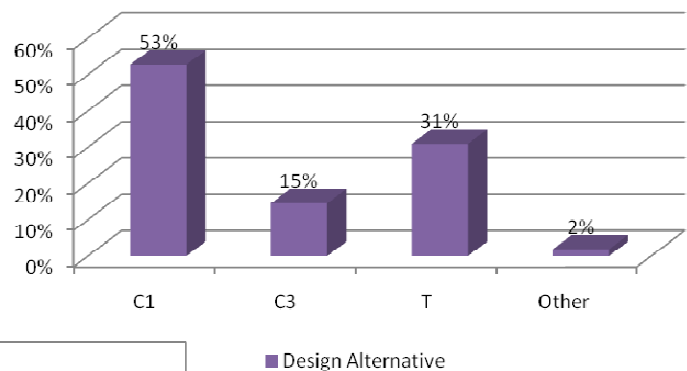
Roadway Section 9 from Kroger Driveway to Haynes Bridge Road



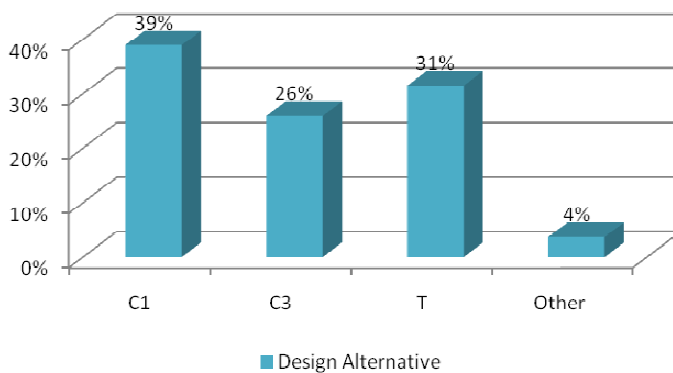
At Roadway Section 9, from the Kroger Entrance Driveways to Haynes Bridge Road, 58 citizens selected their favorite design alternative as shown to the left:

At Roadway Section 10, from Haynes Bridge Road to Newtown Park, 55 citizens chose their favorite design alternative as shown to the right:

Roadway Section 10 from from Haynes Bridge Rd to Newtown Park



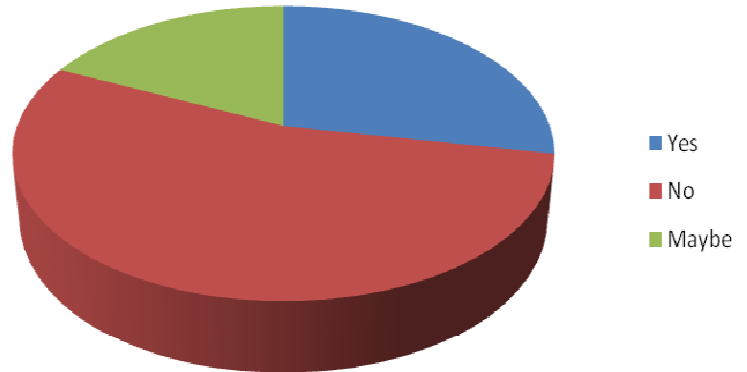
Roadway Section 11 from Newtown Park to Brumbelow Road



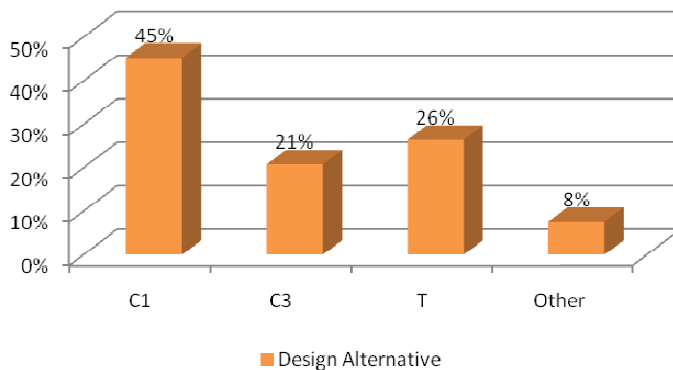
At Roadway Section 11, from Newtown Park to Brumbelow Road, 54 citizens expressed an opinion on their favorite design alternative as shown to the left:

Regarding their opinion of a roundabout to be located at the intersection of Brumbelow Road and Old Alabama Road, 50 citizens expressed their opinion as shown to the right:

Do you support a roundabout at the intersection with Brumbelow Road?



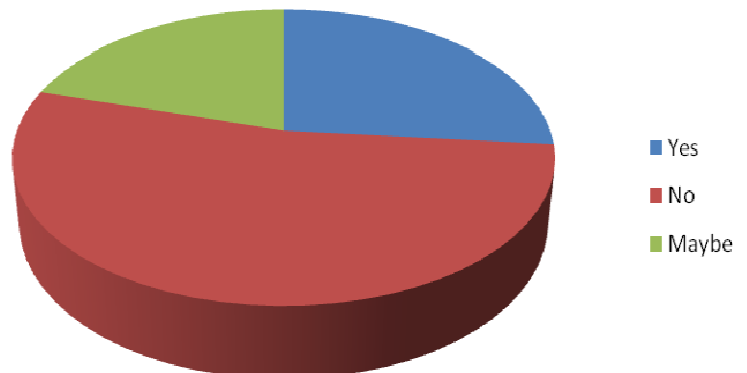
Roadway Section 12 from Brumbelow Rd to Timberstone Rd



At Roadway Section 12, from Brumbelow Road to Timberstone Road, 53 citizens commented on their favorite design alternative as shown to the left:

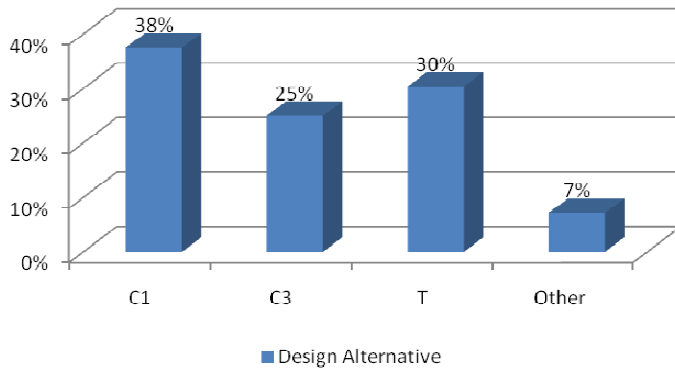
Regarding their opinion of a roundabout to be located at the intersection of Timberstone Road and Old Alabama Road, 49 citizens commented as shown to the right:

Do you support a roundabout at the intersection with Timberstone Road?





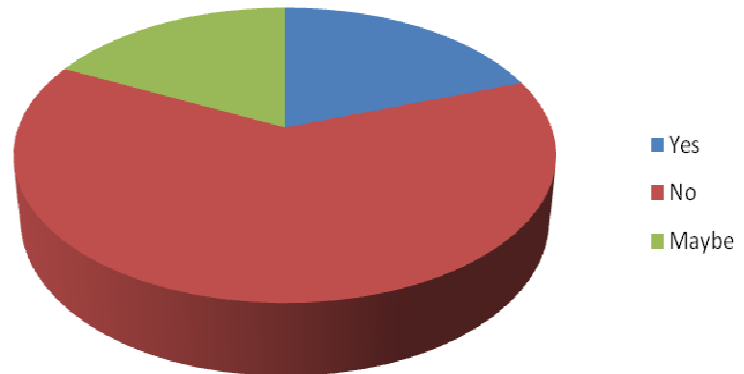
Roadway Section 13 from Timberstone Rd to Breckenridge Close



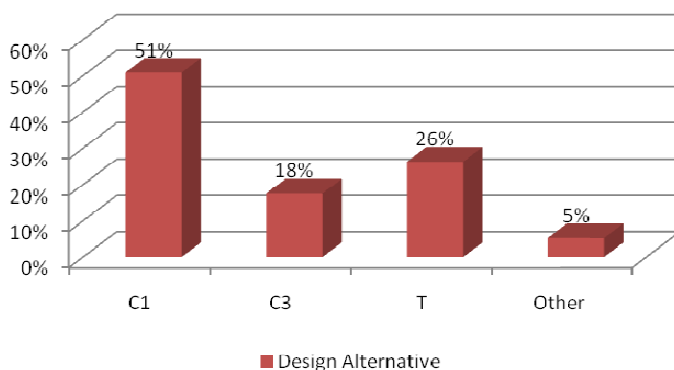
At Roadway Section 13, from Timberstone Road to Breckenridge Close, 56 citizens expressed an opinion on their favorite design alternative as shown to the left:

Regarding their opinion of a roundabout to be located at the intersection of Breckenridge Close and Old Alabama Road, 51 citizens expressed their opinion as shown to the right:

Do you support a roundabout at the intersection with Breckenridge Close?



Roadway Section 14 from Breckenridge Close to Jones Bridge



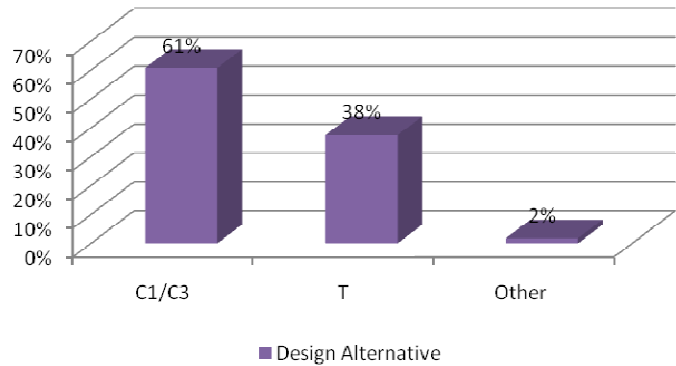
At Roadway Section 14, from Breckenridge Close to Jones Bridge Road, 57 citizens expressed an opinion on their favorite design alternative as shown to the left:



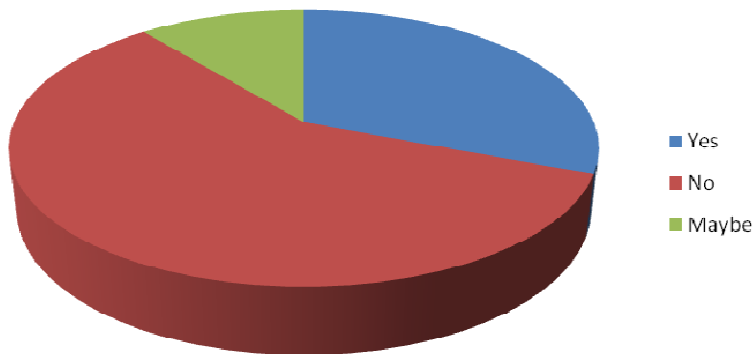
At Roadway Section 15, from Jones Bridge Road to Country Club of the South School Driveway, 56 citizens expressed an opinion on their favorite design alternative as shown to the right:

(Note: In Section 15, Alternatives C1 and C3 are the same design.)

Roadway Section 15 from Jones Bridge Rd to Country Club of the South School Driveway



Do you support a roundabout at the intersection with Country Club of the South/School?

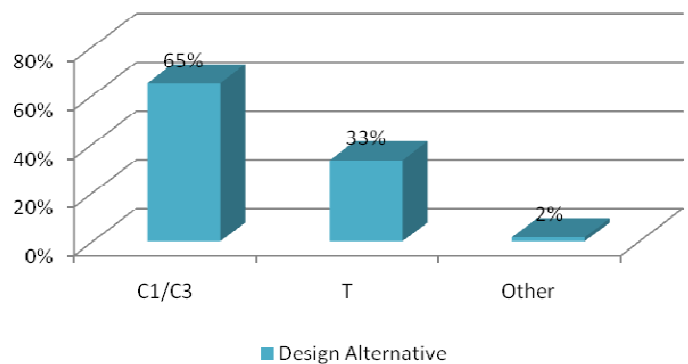


Regarding their opinion of a roundabout to be located at the intersection of Country Club of the South/School Driveway and Old Alabama Road, 56 citizens expressed their opinion as shown to the left:

At Roadway Section 16, from Country Club of the South School Driveway to Hunt's Point Drive, 60 citizens expressed an opinion on their favorite design alternative as shown to the right:

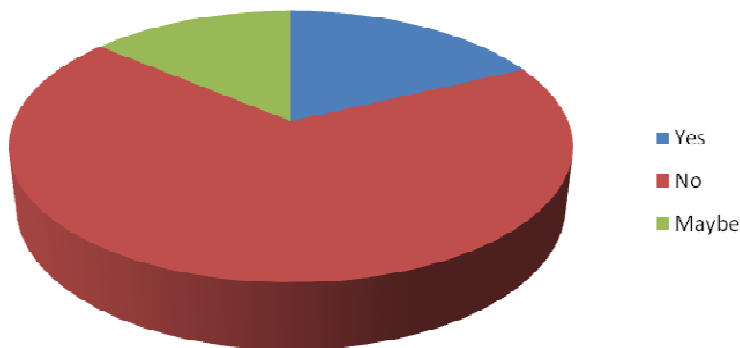
(Note: In Section 16, Alternatives C1 and C3 are the same design.)

Roadway Section 16 from Country Club of the South School Driveway to Hunt's Point Dr





Do you support a roundabout at the intersection with Huntess Pointe Drive?

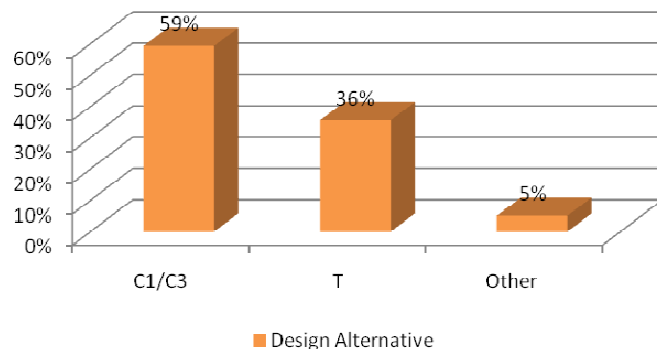


Regarding their opinion of a roundabout to be located at the intersection of Huntess Pointe Drive and Old Alabama Road, 51 citizens expressed their opinion as shown to the left:

At Roadway Section 17, from Huntess Pointe Drive to Buice Road, 59 citizens expressed an opinion on their favorite design alternative as shown to the right:

(Note: In Section 17, Alternatives C1 and C3 are the same design.)

Roadway Section 17 from Huntess Point Dr to Buice Rd



In summary, among those who expressed an opinion, Alternative C1 had the most support of the alternatives presented throughout the project corridor.

Despite the many positive verbal comments regarding roundabouts that were made by workshop attendees, review of written comments about installing roundabouts at specific locations proved less favorable. More than half of those who provided comments were opposed to roundabouts in most locations. However, roundabouts did receive more mixed support at particular locations, such as the Old Alabama Connector intersection and the Nesbitt Ferry Road intersection.

General Comments

Many general comments were received as well. These included:

11/16/2007

**OLD ALABAMA ROAD PUBLIC WORKSHOP II
COMMENT STATISTICS**



“10' bike path walkway desired all along corridor”

“Not "T" throughout corridor--too much residential and would cause more speeding than we already have.”

“No changes where Old Alabama is already 4 laned”

“Please eliminate T alternative from consideration for the Roxborough Drive to Mt. Pisgah area--it is too impactful to homeowners and it doesn't get a better result than C3.”

“NO BIKE LANES!! Waste of money, takes out trees and yards”

“If we don't have funds for an extra turn lane at Old Alabama and 141, how do we have funds for all of the proposed projects!”

“I would LOVE to have 4 foot bike lanes on the road rather than sidewalks or bike paths separate from the road.”

“I think you should do the most you can to solve the problem. Your presentation was most informative and easy to understand. The staff goes out to you to explain rather than hanging back. I am so glad GDOT is in charge. I have seen too many "pipedream" proposals.”

“Problem with ROW purchase--individual homes are deeded to the street, therefore, if ROW purchased from homeowners not the community. Therefore the fence would probably not be replaced as the \$\$ would not be available to HOA--what can be done to replace the fence?”

“18--Buice Rd at OAR--"T"”

“Beginning at Old Alabama Connector begin a grass median with flowers and trees down center to continue entire way to 141. It is difficult to give people directions to the library because OAR turns and turns!”

“Separate the multi-use trail from the road between Autry Mill Park and the library. Run the multi-use trail from the library to Autry Mill Park for more pleasant use and connection to facilities.”

“Like the roundabout ideas, prefer 2-4 lanes with greenway meandering on one side. Do not prefer a full median, only turn lanes.”

“Place the greenway through the trees on the north side of OAR instead of adjacent to the road which residents regard as unsafe, unappealing & noisy. Run the greenway from Autry Mill Nature Preserve to the Spruill Library by going through the Fulton Co Water Treatment Plant property (I believe the water treatment manager is agreeable to some pathway & may even fund it)! This greenway route would be more natural and appealing for citizens to use.”

“No medians! Open to roundabouts--MUCH education is required. C3 or less sidewalks are yes--but not large as trail--raised islands are not a good use of space or money.”

“Eliminate 5' sidewalk-10' path only”

**OLD ALABAMA ROAD PUBLIC WORKSHOP II
COMMENT STATISTICS**



Great job having this meeting! Thank you!

“Would like to be able to turn left out of Ivey Ridge”

“Need more study. Place alternatives on line”

“I do not like the T alternative. More lanes in the middle will not help with the choke points. Esp. at the ends - HB and MB. More lanes by themselves will only make the two ends worse. I live on the east portion which is always a speed limit ride (i.e. 50 mph or higher) More lanes will only encourage faster driving. As example, SR 141 from Old Alabama to the river is the site of frequent street racing style driving and serious/fatal accidents. Also, I generally like Roundabouts. The school maybe the exception. See other side. I love roundabouts as a driver. As a pedestrian, they are a little scary due to sight line issues. Cross walks are displaced away from drivers line of sight until late in approach when turning right off of circle. “

“M1/M2 show us the best solution with minimal destruction and cost.”

“OAR @ Crabtree Drive: Move sidewalk away from property line--concerns about crime & noise. What about landscaping and maintenance of landscaping? Lower speed limit. Traffic speeds especially at night. NO FOUR LANE!! What about improvements to Holcomb Bridge Road? Improvements to OAR will do no good if traffic continues to back up at that intersection.”

“I DO NOT approve of "C1" or "T." I am concerned about drainage to my property, noise, and crime attraction in the area. Too many people along the road is unsafe and is a dangerous crime potential to residents along the road.”

“Don't want 4 lanes between Buice Road and Haynes Bridge! Houses are already too close to the road!”

“Proposed median is NOT necessary!”